



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

on a train on an injured ticket the conductor is bound to hear his explanation.

Riparian Rights.—*New York Cent. & H. R. R. Co. v. Aldridge*, 32 N. E. Rep. 50 (N. Y.). The Hudson R. R. Co. received by grant in its charter, the power to lay out a railroad on the east bank of the Hudson river and the land selected for this purpose was appraised and conveyed to the company. The question was, whether a railroad company owning a right of way along a river-bank was an owner of the "adjacent uplands" in such a sense as to make it, by statute, a riparian proprietor. Other questions of interpretation of charter arose and were considered in the same opinion. The New York Court of Appeals sustained the decision of the Supreme Court by holding that the railroad company was not the riparian proprietor, but he through whose hands the right of way had been granted. The reason was, that grants of land under water had been made to those owning the adjacent uplands, in order to increase the commerce of the State, as by building docks, etc. The court said that this reason would fail in the case of a railroad company authorized to do railroad business only, because, so limited by charter, it could not increase the commerce of the State in the way intended. Also "the limitation placed by the statute upon the use of this strip of land by the railroad company, precludes the ordinary consequences from attaching to a conveyance in fee of land."